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AIR RESERVE COMPONENT CATEGORY

Description of Category/Results of Capacity Analysis

The Air Reserve Component of the US Air Force consists of the Air Force Reserve and the Air National Guard. The Air Force Reserve (AFRES) has a federal mission and supplements USAF active duty missions with units assigned to USAF major commands. The Air National Guard (ANG) has both a state and a federal mission. Nonmobilized ANG units are commanded by the governors of the states in which they reside. Federalized units are assigned to gaining USAF major commands.

Analysis of the DoD Force Structure Plan does not reveal significant reduction in Air Reserve Component force structure. However, realignment of Air Reserve Component (ARC) units on to active installations could, potentially, be cost effective. Therefore, the Air Force decided to continue examination of the ARC category for cost effective realignments to other bases. When considering Guard units for realignment, the alternative locations were limited to the same state. Also demographics of the new location must be able to support the recruiting needs of the unit.

The following installations were considered in this category:

Air National Guard

Boise Air Terminal AGS, Idaho
Buckley AGB, Colorado
Fresno Air Terminal, AGS, California
Great Falls IAP, AGS, Montana
Martin State APT, AGS, Maryland
Otis AGB, Massachusetts
Portland IAP, AGS, Oregon **
Rickenbacker AGB, Ohio **
Selfridge AGB, Michigan **
Stewart IAP, AGS, New York
Tucson IAP, AGS, Arizona

Air Force Reserve

Dobbins ARB, Georgia *
Gen Mitchell IAP, ARS, Michigan *
Greater Pittsburgh IAP, ARS, Pennsylvania *
Minn/St Paul IAP, ARS, Minnesota *
Niagara Falls IAP, ARS, New York *
O'Hare IAP, ARS, Illinois *
Richards-Gebaur ARS, Missouri
Westover ARB, Massachusetts
Willow Grove ARS, Pennsylvania
Youngstown MPT, ARS, Ohio

- * Air Reserve host with ANG Tenant
- ** ANG host with Air Reserve Tenant

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RICHARDS-GEBAUR AIR RESERVE STATION

Recommendation: Richards-Gebaur Air Reserve Station, Missouri, is recommended for closure. The 442nd TFW, consisting of A-10 aircraft and associated support units will realign to Whiteman AFB, Missouri. Remaining major tenant units consist of the 36th Aeromedical Evacuation Squadron, 77th Aerial Port Squadron, and the 78th Aerial Port Squadron which realign to Peterson AFB, Colorado. All remaining Air Force, Air Force Reserve, and Air National Guard personnel will depart.

Justification: Analysis of the DoD Force Structure Plan does not reveal a significant reduction in force structure. However, realignments of Air Reserve Component (ARC) units onto active bases could, potentially, be cost effective. Therefore, the Air Force decided to continue examination of the ARC category for cost effective realignments to other bases. The evaluation of the Air Reserve Component category recognized that ARC bases do not readily compete against each other. Air Reserve Component units enjoy a special relationship with their respective states and local communities. Further, consideration must be given to the recruiting needs of these units. A Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians, was appointed by the Secretary of the Air Force. The BCEG first identified those realignments which could achieve reasonable savings. Then, the eight DoD selection criteria were considered to assure that the realignment would be cost effective, consistent with military requirements, and otherwise sound. The decision to close Richards-Gebaur ARS was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

For many years, the Air Force Reserve has borne a substantial portion of the operating costs of this airfield even though it is operated by the Kansas City Department of Aviation and Transportation. When the joint use arrangement was initiated in the late 1970's, the Air Force anticipated that an economically viable civil airport would develop and cost to the Air Force would be reduced dramatically over time. That has not occurred; therefore, relocation of the Air Force Reserve activities to an active Air Force base would achieve significant cost savings. Attention was focused on nearby Whiteman AFB, Missouri since the 442nd Tactical Fighter Wing could be relocated within the same recruiting area and, thus, avoid substantial loss of assigned personnel. The long term operational impact to this unit is minimal since Whiteman AFB has similar access to training ranges, low level routes, and Army exercise areas. Realignment of the 442nd Tactical Fighter Wing to Whiteman AFB can be accomplished at low cost and the return on investment will be less than five years.

The closure of Richards-Gebaur Air Reserve Station will have an impact on the local economy. It is projected to result in a population loss of 4,600 persons, direct and indirect employment loss of 2,600 jobs, and regional income loss of 26.9 million dollars. The losses are in contrast to a regional population of over 702,200, available jobs of 461,000, and regional annual income approaching 11 billion dollars.

By the end of FY 97, the net cost of implementing this recommendation is about \$1M. Annual savings after implementation are expected to be \$16.4M. All values are in TY\$.

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RICKENBACKER AIR GUARD BASE

Recommendation: Rickenbacker Air Guard Base, Ohio is recommended for closure. The 160th Air Refueling Group (ANG) to Wright-Patterson Air Force Base (AFB), Ohio with 20 KC-135 aircraft. The 121st Tactical Fighter Wing will inactivate. The 907th Tactical Airlift Group (AFRES) will become the 907th Military Airlift Group and relocate with 10 C-141 aircraft to Wright-Patterson AFB. The remaining 6 C-141 aircraft currently projected for this unit will be assigned to the 445th Military Airlift Wing (AFRES) at March AFB, California. The 4950th Test Wing, currently located at Wright-Patterson AFB, will move to Edwards AFB, California. Remaining major tenant units consist of the Naval Air Reserve Center and Army Aviation Facility. Both may move to locations as determined by those Services or may remain in cantonment at this location and the Air Force will transfer the necessary property to the Army and Navy as required. All remaining Air Force, Air Force Reserve, and Air National Guard personnel will depart.

Justification: Analysis of the DoD Force Structure Plan does not reveal a significant reduction in force structure. However, realignments of Air Reserve Component (ARC) units onto active bases could, potentially, be cost effective. Therefore, the Air Force decided to continue examination of the ARC category for cost effective realignments to other bases. The evaluation of the Air Reserve Component category recognized that ARC bases do not readily compete against each other. Air Reserve Component units enjoy a special relationship with their respective states and local communities. Further, consideration must be given to the recruiting needs of these units. A Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians, was appointed by the Secretary of the Air Force. The BCEG first identified those realignments which could achieve reasonable savings. Then, the eight DoD selection criteria were considered to assure that the realignment would be cost effective, consistent with military requirements, and otherwise sound. The decision to close Rickenbacker AGB was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

Since the reserve units at Rickenbacker Air Guard Base, Ohio are the predominate users of the airfield, the support costs for these activities are high. Therefore, it was apparent the relocation to an active base could achieve significant cost savings. Thus, attention was focused on Wright-Patterson AFB, Ohio in order to keep the Guard unit in the State of Ohio. Also, because of the relative short distance (70 miles) between Columbus and Dayton, Ohio, it was considered likely that most of the personnel currently in these units would remain in a move to Wright-Patterson Air Force Base. In addition, this would move those units closer to the centroid of a very large demographic area which would enhance recruiting potential. This resulted in the recommended realignments. The cost to realign the 160th Air Refueling Group and the 907th Tactical Airlift Group to Wright-Patterson AFB is low since the facilities to be vacated by the 4950th Test Wing are designed for aircraft similar to the 20 KC-135 and 10 C-141 aircraft which will be used by the Air Force Reserves and Ohio Air Guard. Although the Air Force Reserve unit was scheduled to receive 16 C-141 aircraft, the number was reduced to 10 in order to avoid costly MILCON of parking ramps and hangars that would be required to accommodate all the aircraft. The remaining 6 C-141 aircraft will be assigned to the Air Force Reserve unit at March AFB, California. The realignment of the 4950th Test Wing and its consolidation with the Air Force Flight Test Center at Edwards AFB, California will result in a more economical and efficient operation and the cost of transfer is moderate. The return on investment will be less than five years. In addition to the substantial recurring cost savings, this realignment enhances total force concept through a closer association of active and reserve forces.

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The closure of Rickenbacker Air Guard Base will have an impact on the local economy. It is projected to result in a population loss of 13,100 persons, direct and indirect employment loss of 6,700 jobs, and regional income loss of 41 million dollars. These losses are in contrast to a regional population of over 1,071,000, available jobs of 677,000, and regional annual income of 15.5 billion dollars.

By the end of FY 97, the net cost of implementing this recommendation is about \$1M. Annual savings after implementation are expected to be \$28.8M. All values are in TYS.

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AIR RESERVE COMPONENT

SPECIFIC ACTIONS/IMPLEMENTATION PLAN

UNIT

DISPOSITION

RICHARDS-GEBAUR AIR RESERVE STATION, MISSOURI

442nd Tactical Fighter Wing	to Whiteman AFB, Missouri
36th Aeromedical Evacuation Squadron	to Peterson AFB, Colorado
77th Aerial Port Squadron	to Peterson AFB, Colorado
78th Aerial Port Squadron	to Peterson AFB, Colorado

RICKENBACKER AIR GUARD BASE, OHIO

160th Air Refueling Group (ARG)	to Wright-Patterson AFB, Ohio*
907th Tactical Airlift Group	to Wright-Patterson AFB, Ohio*
121st Tactical Fighter Wing	converts to KC-135 aircraft and joins the 160th ARG
4950th Test Group from Wright-Patterson	to Edwards AFB, California
Naval Air Reserve Center	TBD
Army Aviation Facility	TBD

* Will occupy space vacated as a result of the realignment of 4950th Test Wing to Edwards AF, California

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OSD CRITERIA APPLICATION TO AIR RESERVE COMPONENT CATEGORY

Rickenbacker AGB, Ohio

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF THE DOD's TOTAL FORCE

The approved DoD Force Structure Plan contained no reductions to the current mission or force structure assigned to Rickenbacker AGB, Ohio; however, movement of the ARC units to Wright-Patterson AFB, Ohio and other related realignments, provide significant cost savings. Impact to the realigned ARC units should be minimal since the move is only a short distance (seventy miles) from their present location. Both the 907th Tactical Airlift Group and the 121st Tactical Fighter Wing are scheduled for conversion to other aircraft; the 160th ARG does not convert. Operational readiness and conversion training activities will not be negatively impacted by the move. The air refueling routes, low level routes, military operating areas and special use airspace will remain the same or improve. Movement of the 4950th Test Wing to Edwards AFB, California consolidates test functions with the Flight Test Center and results in excess capacity to accommodate the ANG KC-135 and AFRES C-141 aircraft at Wright-Patterson AFB, Ohio.

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

The facilities at Rickenbacker AGB adequately support the current mission but require some moderate military construction. Relocation of the ARC units to Wright-Patterson AFB will require some moderate military construction.

Residential land encroachment at Rickenbacker AGB is evident and is incompatible in the northern accident potential zones. Noise contours are having serious negative impacts and flight operations have been adjusted for noise abatement and safety related reasons. Encroachment at Wright-Patterson AFB is minimal. Limited noise and land use incompatibility exists but should not impact realignments now or in the future. Wright-Patterson AFB is protected by a special, four county, overlay zone district that protects the base from future incompatible land use or encroachment.

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

Wright-Patterson AFB will provide better contingency and mobilization support capability because of the available facilities and active Air Force presence.

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IV. THE COST AND MANPOWER IMPLICATIONS

	CLOSURE COST	MILCON	RECURR SAVINGS	ONE TIME MILCON AVOIDANCE
<u>FROM RICKENBACKER</u>				
ANG (3900 Drill/122 AGR/ 690 Civilian)				
A-7s unit converts to KC-135s at WPAFB				
10 ANG KC-135s to WPAFB	33.4	10.0	19.5	14.0
AFRES (1341 Drill, 147 ARTs)				
10 C-141s move to WPAFB (\$2.5 move, convert)	13.5	11.0		
6 C-141s for RAFB to March	3.1	3.1		
ARC SUBTOTAL	<u>50.0</u>	<u>24.1</u>	<u>19.5</u>	<u>14.0</u>
<u>FROM WRIGHT-PATTERSON</u>				
4950th to EDWARDS AFB (133 officer/ 518 enlisted/ 356 civilian)	56.1	37.4	3.2	0
ACTIVE SUBTOTAL	<u>56.1</u>	<u>37.4</u>	<u>3.2</u>	<u>0</u>
GRAND TOTAL	106.1	61.5	22.7	14.0

V. THE EXTENT AND TIMING OF POTENTIAL COST SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS

NPV	\$80M
PAYBACK	5 YEARS

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VI. THE ECONOMIC IMPACT ON THE COMMUNITIES

Closure may result in a projected population loss of 13,100 persons, a direct and indirect employment loss of 6,700 jobs and regional income loss of about \$41 million. The economic impacts are generally negative; however, the losses for Rickenbacker AGB are mitigated because of the large, diverse economy for the Columbus, Ohio, region of influence. Losses are contrasted to regional population of 1,071,000, available jobs of 677,000, and regional income of about \$15.5 billion.

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL

Recruitment is a key element for the support of the reserve component. It is envisioned that the short move to Wright-Patterson AFB, Ohio will not change an adequate recruiting base and result in minimal personnel turnover.

VIII. THE ENVIRONMENTAL IMPACT

Closure would result in a beneficial environmental impact at Rickenbacker AGB in all affected categories since all Guard and Reserve flight activities would cease. Environmental impact at Wright-Patterson AFB, Ohio should be minimal.

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OSD CRITERIA APPLICATION TO AIR RESERVE COMPONENT CATEGORY

Richards-Gebaur ARS, Missouri

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF THE DOD's TOTAL FORCE

The approved DoD Force Structure Plan contained no changes to the current mission or force structure assigned to Richards-Gebaur ARS, Missouri. However, movement of the unit to Whiteman AFB, Missouri provides significant cost savings. Impact to the realigned unit should be minimal since the move is only a short distance (sixty miles) from the unit's present location. The operational readiness and training activities should continue at present levels. Bombing ranges, military operating areas (MOAs) and other special use airspace remain the same.

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

The facilities at Richards-Gebaur ARS adequately support the current mission but do require some minor military construction. Unit realignment to Whiteman AFB will require military construction for facilities to support the beddown of fighter aircraft. Existing facilities were built for B-2 aircraft; however, the base has sufficient capacity to accommodate the A-10 wing.

A-10 flight operations are impacted by operations at Kansas City IAP. Military Operating Areas (MOAs) are regularly capped in altitude because of Kansas City IAP arrivals. Growth at Kansas City IAP is expected to continue. Encroachment at Whiteman AFB is minimal and projected civilian development is away from the base.

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

Whiteman AFB will provide a better contingency and mobilization support capability because of the available facilities and active Air Force presence.

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IV. THE COST AND MANPOWER IMPLICATIONS

	CLOSURE COST MILCON	RECURR SAVINGS	ONE TIME MILCON AVOIDANCE
<u>AFRES</u>	47.6	-12.9	-2.35
(1210 Drill/ 23 ARTs/ 200 Civilians			
<u>TO PETERSON</u>	3.3		
(319 Drill, 4 ARTs, 1 Civilian) 36 Aeromedical Evac Sq 77 Aerial Port Sq 78 Aerial Port Sq			
<u>TO WHITEMAN</u>	30.1		
(891 Drill, 19 ARTs, 199 Civilian) 442 TAC Ftr Wg			
GRAND TOTAL	47.6	12.9	2.35

V. THE EXTENT AND TIMING OF POTENTIAL COST SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS

NPV	\$60
PAYBACK	5 YEARS

VI. THE ECONOMIC IMPACT ON THE COMMUNITIES

Closure may result in a projected population loss of approximately 4,600 persons, direct and indirect employment loss of 2,600 jobs, and a regional income loss of \$26.9 million. The economic impacts are generally negative; however, the losses for Richards-Gebaur ARS are mitigated because of the large, diverse economy for the Kansas City, Missouri, region of influence. Losses are contrasted to a regional population of over 702,200, available jobs of 461,000, and regional income approaching \$11 billion.

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL

Recruitment is a key element for the support of the reserve component. It is envisioned that the short move to Whiteman AFB will not change an adequate recruiting base and will minimize personnel turnover turbulence.

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VIII. THE ENVIRONMENTAL IMPACT

Closure would result in beneficial environmental impacts at Richards-Gebaur ARS, and should have minimum impact at Whiteman AFB.

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